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PRIVATE RESIDENTS AT THE
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A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
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Hongkong Daily Press.

ESTABLISHED 1857

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BOVRIL
and SODA.
It stimulates (as does
Whisky and Soda) but it
also sustains and nourishes
(which Whisky and Soda
does not) and it has no evil
after effects.

No. 16,087. 號七十八零千六萬一第 日十三月九年元統宣 HONGKONG, FRIDAY, NOVEMBER 12TH, 1905. 五拜禮 號二十月一十年九零百九千一英港香 PRICE, \$3 PER MONTH.

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In Casks 375 lbs. net \$5.50 per cask ex Factory
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Hongkong, 29th April, 1908. [a227]

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CORNER BEEF
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GOOD NEWS FOR THE YOUNGSTERS.
WE have just unpacked a large and varied
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We beg to invite Ladies and Gentlemen to
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Prices very reasonable. Please extend your
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— H. HEPSTON & Co.,
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Hongkong, 2nd November, 1909. [1373]

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LIMITED.**
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 15 minutes.
SATURDAY.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAY.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
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9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the
Company's Office, Alexander Building, Des
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Hongkong, 1st April, 1909. [1260]

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CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS,
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[a35]
Hongkong, 12th October, 1909.

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(Co-efficient 18/20)
The most POWERFUL DISINFECTANT in the WORLD. Guaranteed 18/20 TIMES
more effective than pure Carbolic Acid under GOVERNMENT STANDARD TEST on
TYPHOID GERMS. Certificate of strength given to each buyer. NON-POISONOUS
and NON-IRRITANT to HUMAN and ANIMAL life. NON-CORROSIVE.
ONE GALLON will make 400 GALLONS of Efficient Disinfectant.
PERFECT EMULSION IN WATER.
PRICE ... \$ 3.00 PER 1 GALLON DRUM.
" ... \$12.50 " 5 GALLON DRUM.
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Co-efficient 10; IN 1 GALLON DRUMS. } To be obtained from usual Dealers.
5; IN 1 " " " Prices on application.
Ask other Manufacturers of Fluids for a GUARANTEE of the GERMICIDAL
STRENGTHS of their products (in relation to Pure Carbolic Acid) under the
STANDARD TEST on TYPHOID GERMS, and then compare the result with our
HYCOL. This is the only way you can arrive at the Germ Killing Properties and at the
true value of a GENUINE DISINFECTING FLUID.
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NEW STOCK OF
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(ENGLISH MADE)
BLACK AND TAN CALF
\$12.50 \$14.00
EXTRA HEAVY SHOOTING BOOTS
(BLACK and BROWN)
\$12.00 \$17.00
LEGGINGS. PUTTEES.

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Hongkong, 12th October, 1909. [a33]
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ESTABLISHED 1815.

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"IMPERIAL WHISKY"
A MAGNIFICENT BRAND, SPECIALLY
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" **JOHN WALKER & SONS'**
OLD HIGHLAND
" **C. P. & CO.'S SPECIAL**
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PORT WINE, INVALIDS
" **DOURO**
SHERRY, LA TORRE
" **AMOROSO**
BENEDICTINE, D.O.M.
THE ABOVE ARE EXCLUSIVELY SHIPPED TO
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HONGKONG AGENTS. [a31]

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IN 25 DAYS TO ITALY
BY THE
MAGNIFICENT N.D.L. LINERS:
Tons. Reg.
"PRINCESS ALICE" - 10,911 - ON MARCH 23RD.
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"KLEIST" - 9,000 - ON APRIL 6TH.
Capt. O. PAINEKE.
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CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.
Early Booking Recommended,
For Particulars, apply to
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GENERAL AGENTS.
[1225]

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DEALERS IN:
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For the HOME MAIL.
CHINESE CHRISTMAS CARDS.
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TOKIN INLAID PEARLWORK.
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SUNDAY.
ANDREW LANG'S, COLOUR
FAIRY TALE BOOKS.
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ORIGINAL DESIGNS
CHRISTMAS PRIVATE GREETING
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LATEST COLONIAL NOVELS, \$1.75 EACH.
The White Prophet, by Hall Caine.
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Maurice Hewitt.
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A Desperate Hope, S. K. Hooking.
The Marriage of Hilary Carden, by Stanley
P. Hyatt.
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Galates of the Wheat Field, by M. E. Francis.
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The Little White Bird, by J. M. Barrie \$0.80
A Window in Thrums, by J. M. Barrie 80
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Concerning Isabel Carnaby, by Ellen
Fowler 80
The Scribbles Club, by Charles Garvice 80
Oh, Christina, by J. J. B. ... 80 [a32]

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The GOLD MEDAL for Quality in the
Franco-British Exhibition has been awarded to
"WHITE HORSE" To H.M. MAJESTY
WHISKY. THE KING.
By Royal Appointment.
MACKIE & CO. DISTILLERS LTD. Estab. 1742.
LARGEST DISTILLERS, ISLAY.
MADE IN SCOTLAND.
OBTAINABLE AT ALL STORES
OR FROM THE
SOLE AGENTS
LANE, CRAWFORD & CO.
NOTE—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused any price. [a34]

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S.S. "MACEDONIA."
(10,500 TONS.)
CAPTAIN C. D. BENNETT, R.N.R.
THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19TH, 1910,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—
MARSEILLES - - - - - APRIL 16TH.
LONDON - - - - - APRIL 23RD.
FARES TO LONDON—
1ST SALOON £71.10 SINGLE, £106.14 RETURN.
2ND " £48.8 " £72.12 "
For Further Particulars, apply to
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FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
String Band Plays during Tea and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Clock Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
[a42]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a1341]

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PRIVATE HOTEL.**
APPROACH FROM KENNEDY ROAD AND
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Telegraphic Address: "SACHSOLA."
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ELECTRIC LIGHT Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
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**"BRAESIDE,"
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STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone, No. 690.
Apply to—Mrs. F. W. WATTS.
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

DONT "BATCH" IN BATCHES!!!
WHEN you may have ALL the Comforts
at less Cost at
THE WATERLEY,
PRIVATE BOARDING HOUSE,
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Newly decorated and fitted with every modern
convenience.
Cuisine unexcelled.
Tennis Court.
Terms, Just right!
Mrs. W. H. EMERLEY
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Hongkong, 1st November, 1909. [1328]

**"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
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MACAO.**
THIS Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong.
Two steamers (S.S. An and S.S. Tai) daily to
and from Hongkong, and two steamers to and
from Canton give easy communication with
both these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
[a196] THE MANAGER.

VICTORIA HOTEL
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SITUATED ON THE BRITISH CONCESSION.
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SITUATED IN THE CENTRE OF PRAYA GRANDE.
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAISES PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
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[a1623]

DAVID COBSAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG STICK
RELIABLE CROWN
BARFAULING
"ARSTOLD, KARSBERG & CO.
Sole Agents.
[a1674]

SHIPPING NOTES.

The O. S. S. steamer *Chicago-maru* has just been launched at the Kawasaki Shipbuilding Yard, Kobe. The *Chicago-maru* is the third of the series built by the Kawasaki Dockyard Co. for the Osaka Shosen Kaisha American line, the two sister ships being the *Tacoma-maru* and the *Seattle-maru*. The former was launched on the 5th of February this year and the latter on the 3rd of May. Like her sister-ship, the *Chicago-maru* is a steel steamer 410 feet long, 51 feet wide, and 22 feet deep, with a gross tonnage of 6,170, and carrying engines of 4,500 horse-power. Miss Nakahashi (daughter of the President of the O.S.K.) performed the ceremony of naming the *Chicago-maru*, as she did the *Seattle-maru*.

The claim in connection with the loss of the Hokkaido Tanko Kisen Kaisha's steamer *Ibuki-maru*, which was sunk at Yokohama in April last as the result of a collision with the steamer *Sydney*, belonging to the Messageries Maritimes Company, is now being contested in the Yokohama District Court. The claim is for damages amounting to ¥2,085.15, together with interest thereon at the rate of 5 per cent. per annum, from April 17th, 1909, until the date of the execution of judgment. It is contended that the collision which resulted in the sinking of the Japanese ship was due to the negligence of the Captain of the *Ibuki-maru*. It was stated by the plaintiff's counsel that at the time of the disaster the steamer *Ibuki-maru* was valued at ¥130,000. The vessel had been repaired by the Uraga Dock Company and was steaming on her first voyage at that time. After the disaster the plaintiff's Company abandoned the wreck to the Tokyo Marine Insurance Company, from which plaintiff received only ¥80,000, the sum insured, but lost the balance of ¥50,000. (The plaintiff had learned that the sunken steamer was subsequently sold by tender for the price of ¥900. At the time of the collision the *Ibuki-maru* had coal valued at ¥840 on board. Owing to the sinking of the vessel, the plaintiff gave the Captain and sailors the sum of ¥1,965.15 for relief. The loss of plaintiff's Company, therefore, totalled ¥52,805.15, which the defendant had failed to pay. The defence disputed these figures. The decision of the Court has not yet been rendered.

An innovation which is a novelty in the maritime marine has been adopted by the Pacific Mail line. Under the terms of a general order issued by Mr. R. P. Scherwin, vice-president and general manager of the Pacific Mail Company, employees who wear the company's uniform will hereafter be entitled to decorate their sleeves with service stripes. Every three years of continuous service will entitle the employee on a Pacific Mail ship to wear a quarter-inch stripe around the cuff of his coat. At the end of ten years the three-quarter inch stripe will be substituted. In the case of employees whose uniforms bear gilt insignia the service stripes will be gold, and for those who do not rotate bullion on their uniforms black braid will tell how long they have served the flag. In the matter of service stripes only continuous will count.

A cable from London to the American papers states that while no official statement is obtainable there, yet well-informed circles attach much importance to the rumoured Canadian Pacific control of the Allan Steamship Line. The fact that the Allan officials received provisional notice to leave is taken to indicate that the line is passing under the control of another steamship concern, seeing that a railroad company like the Grand Trunk would probably need to retain the Allan Steamship staff. The Canadian Pacific, by control of the Allan line, would secure much-needed secondary boats, namely, the *Victorian* and *Virginian*, to replace out-of-date steamers of the lake class, and supplement the two Empress boats on the Atlantic. Moreover, the Canadian Pacific would gain coveted access to the Glasgow and French trade, from which it is barred out by the conference rules.

A Washington correspondent says that men in and out of Congress who for a great many years have been agitating for the passing of a Ship Subsidy Bill feel very confident that a Bill of that character will be passed at the coming session of Congress. In the House the Bill commands the support of the Speaker and his chief advisers. Mr. Aldrich and other leaders of the Senate approve of it, and the President has publicly announced that he will recommend ship subsidy legislation to Congress in his annual Message. With this powerful backing, it is measured ought to be carried, although it will meet with opposition from some Democrats and those Western "insurgents" who find the "Tariff Bill" so unpalatable, and who look upon a ship subsidy as a bonus paid to the Eastern and Western seaboard without any compensating advantage to the interior. If the Bill passes it will undoubtedly affect British shipping injuriously, as it will stimulate American shipbuilding and the merchant marine, and divert cargoes to vessels flying the American flag, as with a subsidy paid by the Government, it will be possible for American ships to compete with British in the Atlantic as well as the Pacific trade.

LATEST STEAMER MOVEMENTS.

The C.N. Co.'s str. *Taming* left Manila on the 9th inst., and is due here to-day.
The C.N. Co.'s str. *Anhui* left Shanghai on the 11th inst., and is due here on the 14th inst.
The Austrian Lloyd's str. *E. Franz Ferdinand* left Singapore for this port on the 10th inst., and is due here on the 16th inst.
The P.M. str. *China* arrived at San Francisco on the 6th inst.
The C.P.R. str. *Empress of China* arrived at Nagasaki at 8 a.m. on Thursday, the 11th inst., and left again at 1 p.m. same day for Kobe, where she is due to arrive at 4 p.m. on the 12th inst.
The O.S.K. str. *Tacoma Maru* left Tacoma on the 9th inst. for Yokohama, and is expected to arrive here on or about the 12th prox.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

The following were present:—
His EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DRAUTY, LUGARD, K.C.M.G., C.B., D.S.O.
HIS EXCELLENCY MAJOR-GENERAL R. G. BROADWOOD, C.B., A.D.C. (General Officer Commanding).
Hon. Sir F. H. MAY, K.C.M.G., (Colonial Secretary).
Hon. Mr. F. A. HAZELAND (Attorney-General).
Hon. Mr. A. M. THOMSON (Colonial Treasurer).
Hon. Mr. P. N. H. JONES (Director of Public Works).
Hon. Mr. A. W. BREWIN (Registrar-General).
Hon. Mr. F. J. BAILEY (Capt. Superintendent of Police).
Hon. Dr. Ho Kai, M.B., C.M.G.
Hon. Mr. E. OSBORNE.
Hon. Mr. E. A. HEWITT.
Hon. Mr. MURRAY STEWART.
Hon. Mr. W. J. GREGG.
Hon. Mr. W. K. YEE, C.M.G.
Mr. C. CLEMENTI (Clerk of Councils).

The minutes of the last meeting were read and confirmed.

CONGRATULATIONS TO SIR F. H. MAY.—
HIS EXCELLENCY—Gentlemen.—Before proceeding with the business of the day, I propose to read to the Council the telegram which I received from the Secretary of State. It is as follows:

"It gives me pleasure to inform you that His Majesty has been graciously pleased to approve of conferring the Knight Commander of the Order of St. Michael and St. George upon Mr. May."
(Applause.) This news has already been made public in the Press, but I take this opportunity of reading this telegram to the Council in order that I may place on the records of the Legislative Council the fact that the oldest—with one exception—member of the Council have present has been awarded this honour by His Majesty, and I am sure that I voice the feeling of every member of this Council and of the Colony at large when I say that no honour conferred on this occasion by the King in any part of the Empire has been better deserved than the one of which we are taking note to-day. (Applause.)

THE COLONIAL SECRETARY—Sir, I beg to express my appreciation of the terms in which your Excellency has been good enough to refer to the honour which has been conferred upon me.

CONDOLENCES WITH JAPAN.—
HIS EXCELLENCY—I have also to inform the Council that immediately on receipt of the news of the dastardly outrage by which one of the foremost statesmen of Japan was deprived of his life at the hand of an assassin I telegraphed the sympathy of this Colony with our ally on their great loss. I received in reply the following telegram from His Majesty's Ambassador at Tokyo:—

"The Japanese Government desire me to convey to you their deep gratitude for the sympathetic message with respect to the lamented death of Prince Ito."

FINANCIAL MINUTES.
THE COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minute No. 51, and moved that it be referred to the Finance Committee.

THE COLONIAL TREASURER seconded, and the resolution was agreed to.

FINANCIAL.
THE COLONIAL SECRETARY, by command of H. E. the Governor, laid on the table the report of the Finance Committee, (No. 17) and moved its adoption.

THE COLONIAL TREASURER seconded, and the motion was agreed to.

BYELAWS.
THE COLONIAL SECRETARY moved that the approval of the Council be given to the byelaws made under section 35 of section 16 of the Public Health and Buildings Ordinances, 1903-09, with reference to the prevention of mosquito breeding.

THE DIRECTOR OF PUBLIC WORKS seconded, and the motion was agreed to.

THE COLONIAL SECRETARY moved that the approval of the Council be given to byelaws made under section 16 of the Public Health and Buildings Ordinances, 1903-09, with regard to slaughter-houses and slaughter of animals.

THE DIRECTOR OF PUBLIC WORKS seconded, and the motion was agreed to.

THE COINAGE PROBLEM.

The following resolution was standing in the name of the Hon. Mr. Stewart:—"That in the opinion of this Council the issue of a new subsidiary coinage convertible at par with the existing subsidiary coins circulating outside of the Colony, to redeem the amount circulating or held in the Colony on the same date, and to issue a new subsidiary coin, convertible at par to any extent, but only legal tender up to two dollars; these coins to compete for public favour with those issued from the Canton Mint, the circulation of which in the Colony was not to be prohibited. Hitherto I have held with those who consider redemption unjustifiable, and prohibition impracticable, and prohibition impolitic. The way the hon. member put the

case for his contention, that we are not bound to redeem, shook the first of these opinions a little, but by now it has resettled in its old foundations. Having thought over the matter, I consider that the proposal to repudiate, however attractively it may be presented, is, after all, indefensible; and, further, that, in any case, new subsidiary coins would not cure the inconvenience at present complained of, unless the concurrent use of Chinese subsidiary coins was prohibited. In other words, I think that the scheme propounded would not work. It is here that opinion differs. On the one hand, it is contended by the hon. member that the fact of his proposed new coin being convertible at par would cause it to drive out the competing Chinese coins. On the other hand, it is held that the Chinese coin would still be in demand among the poorer section of the population, who would always prefer to receive in exchange for a dollar, say, for the sake of argument, eleven Chinese ten cent pieces instead of ten British pieces. It is this view of the probabilities which the first part of the resolution asserts. The point is debatable. I don't propose to discuss it. It is impossible to do so except at great length. And the hope of reaching finality is too slight to justify that. Currency questions are perhaps the most intricate of all the questions about which people freely dogmatise, and legislation dealing with them is notoriously apt to lead to most unexpected results. Our peculiarly intricate owing to the complex relation created by contact between ancient and modern conditions of life, between two distinct and well defined states of civilization with standards of wealth so far apart that the unit of currency of the one is regarded as subsidiary coin by the other. I need not remind the Council that the notes issued by the Provincial Government Treasury in Canton are payable in 20 cent pieces. I need not remind you that the shares of the Kwangtung section of the Canton-Hankow Railway are issued in exchange for 20 cent pieces, that, in fact, the capital of that great undertaking is 20 cent pieces. And a fact so astonishing to the English mind that when the local Branch of the China Association advised the London Committee of it, the Chairmen was afraid to mention it at the Foreign Office lest it should turn out to be a ridiculous mistake on our part. This only shows that the inhabitants of a country in which wealth is fairly widespread have difficulty in appreciating the currency needs of a country rich and so thickly populated that the vast majority are very poor. This is important to remember, and it is sometimes forgotten in discussing the local currency problem. As I have said I do not propose to discuss it now. Local currency problems have been to the fore ever since the birth of the Colony, and they are not likely to be solved by exhaustive and exhausting speeches delivered in one afternoon. Moreover, it is not really necessary to the practical purpose I have in view, that the Council should endorse an opinion which may be regarded as academic. I am only concerned to elicit an expression of opinion upon the merits of the proposed scheme as a whole. On the occasion of its promulgation your Excellency said that the Government would consider it. Doubtless you have done so. If, after consideration, the Government does not intend to carry out the hon. member's recommendations, it appears to me to be desirable in the public interest that a statement to that effect should be made. For this reason. Part of the scheme being to redeem the existing coin circulating or held in the Colony, obviously, if the belief were to gain ground that the scheme had any chance of being adopted, our coins would tend to flow back into the Colony in convenient quantities, with the result that, eventually, in the case of nothing being done, they would still form a deposit. To prevent this the Government, if they have no intention of redeeming at par the coins held locally, should say so. The belief that it is important to dissipate a possible misleading idea, calculated to encourage speculation, is my main reason for bringing forward this resolution. I must confess that it is perhaps not particularly well designed for the purpose, and, if the statement which I hope to elicit is made, I shall be willing to withdraw it. The latter part, suggesting that, if anything is done, our local currency ought to be dealt with as a whole by some comprehensive scheme of reform, at least indicates that I am not opposed to change, as such. So far I have been against most schemes of currency reform put forward; not because they involved change, but because I was not persuaded that the changes proposed were for the better. For instance, I did not agree with the proposal made seven years ago to adopt pounds, shillings and pence as the currency of the Colony. That proposal was not new, any more than subsequent proposals to "go gold" were new. Pounds, shillings and pence were proclaimed legal tender here in 1845, but merchants ignored the Government's theoretical gold standard and wisely continued to conduct their operations in the currency most convenient to China's foreign trade, the fact being that they had no option in the matter if they wanted to see the trade prosper. Those who fondly imagine that currency problems would cease from troubling if only we had a gold standard, should dip back fifty years into the history of the Colony. They might then realise, what the Government eventually realised in the early sixties, that the wise thing to do was to adopt a currency of equal value with the currency in which the trade of Canton was being conducted. The Government of that day realised the identity of this Colony's commercial interests with those of the great trade centre of South China more clearly than many among us would seem to at the present time. It is just as important to realise that commercially we are part of China as

to remember that politically we are not, a fact the significance of which, we have just been sharply reminded, is insufficiently appreciated in high places. Realisation of the former fact that commercially we are part and parcel of China leads to a cautious reception of currency reform proposals based upon the idea that the time has come for this Colony to take independent action. That time will not have come, it seems to me, until the present renewed prospect of the establishment of a uniform currency throughout China shall have faded. The hope that in exchange for permission to raise the Custom duties the Central Government will discover a strong reason for strong action, may seem somewhat faint, but I submit that it is less faint than any hitherto held out. We shall doubtless be told that the Central Government is not strong enough to force a uniform currency upon the Province, even if it so desires. But it is not reasonable to be asked to believe one moment that the Central Government is powerless to do this, and to be told at the same moment that it is powerful enough to eradicate the opium habit in a few years throughout the length and breadth of the land. If that is possible, and the accredited authorities on Chinese affairs proclaim the fact, it must surely also be possible to perform the far simpler task of controlling a few Provincial Mints. All that is required is an adequate motive and this may conceivably be suggested. Thus there seems more chance of reform than ever before, and, therefore, more than ever now should we exercise patience and wait and see what is to come. In the meantime it is incumbent on this Government to continue to work towards the rehabilitation of the subsidiary coinage in use by exerting its influence to combat the evils of over-production by the Canton Mint. More than that I do not advocate at the moment. It appears to be still doubtful whether the anticipated uniform currency throughout China will be the talisman of the dollar. Whichever it is, we should, if possible, adapt our currency to it, and pending the Central Government's eventual choice, I do not think it would be wise of us to launch out independently. If, however, within a reasonable period, it should become apparent that, after all, the hope that I have dwelt on is not to be fulfilled, then we shall have to face the risks of independent action, and then a comprehensive scheme of local currency reform—dealing with our copper as well as with our silver coins—will receive my active support. But while these things are in "the knees of the gods," I have no particular desire that this Government should bind itself in any way other than by the declaration I have asked for, and simply in order that there may be subject matter before the Council to speak to, I move *pro forma* the resolution as it stands.

THE HON. MR. OSBORNE.—The hon. member has wandered very far from the point.—
HIS EXCELLENCY.—The resolution has not been seconded.

HON. MR. HEWITT.—Your Excellency, I informed the hon. member who represents the Justices of the Peace that I would be very glad to second his resolution. When I came into this room I was not aware of what he was going to say. I have listened to him with great attention this afternoon, and, in the main, I entirely agree with what he has said. I do not propose to take up the time of this honourable Council by going into the extremely vexed and complicated question of currency reform, but I will briefly state my reasons for supporting the hon. member. To begin with, a proposal was not forward by my hon. friend on my right (Mr. Osborne) at a previous meeting that we should repudiate all British coin which has poured into Southern China for many years past. It appears to me that that would be an absolutely indefensible action. Personally I would look upon it as politically immoral, and I feel very sure that that view would be taken by His Majesty's Ministers at Home, supposing the scheme were before them. I have already stated in this Council that I think it inadvisable to continue the scheme for redemption started by your Excellency's predecessor. It has been given a fair trial for some years and is found to be costing the Colony a large sum of money without an adequate return. I also endorse the remarks by the hon. member who moved the resolution that prohibition, as we now stand, of Chinese coinage is most inadvisable. As I have already stated on a previous occasion, I consider the attitude of the Government at present as the correct one. We know for many years past the Government has carefully and anxiously followed the currency question, but I believe the moment has not yet arrived for any special action on the part of the Government. It is unquestionable, in my opinion—although there are others who do not agree with me—that our coins, as trade now exists, cannot possibly be dissociated with that of the Chinese Empire, and I believe if any attempt of that kind was made it would inflict a very serious blow on the trade of the Colony. We must continue our trade with the southern part of China, and merchants doing that must deal with Chinese on terms of equal footing as far as their coinage is concerned. If they find that through legislation in the Colony trade is checked, they will remove their business to the treaty ports. The trade will continue, but the interests of Hongkong will suffer. It appears to me that the only thing to do now is for the Government to continue the policy, which I understand it has followed for some time, of endeavouring in every possible way to encourage currency reform in China, which, I think, is within measurable distance. I may be wrong there. If I am, then, it will be open for the Government of this

Colony to reconsider the circumstances. As a matter of fact, I think that it would in the circumstances be an enormous mistake and deal a serious blow at the material prosperity of the Colony were the Government to attempt this dual action. I will not take up the time of the Council further. As I said, I have only just heard the remarks made by the mover of the resolution. It is impossible for me—and I do not think it is at all necessary—to enlarge on anything he has said. I merely wish to support him in the main principles of his resolution.

HON. MR. OSBORNE.—I thought, sir, that we were here to discuss questions concerning Hongkong, but we seem to be wandering away into Chinese currency affairs that have no bearing upon the point at issue; so I will endeavour to focus the debate back to the Colony's needs. The honourable member who has moved this resolution declares that repudiation of British coins is indefensible, and no doubt there are many who will be inclined to agree with him; indeed, it was only in regard to this aspect of the question, as I stated a fortnight ago, that I anticipated any exception being taken to my proposals. I will not argue this point; to do so would be of little advantage, because it is unlikely that unanimity would ever be reached. But I will meet his objection with a development of the original scheme, by which repudiation can be avoided and by which redemption can be effected without additional loss to the Treasury. I would suggest that the old coins be demoted to use so far as the public are concerned; that is to say, that they continue to be legal tender to Government and cease to be legal tender to others. The effect of this would be that a certain quantity would annually return to the Treasury and could be melted down and re-cast into new coins. Our local exchequer by slow degrees gorged itself in the past with unwholesome profits from subsidiary coinage, and if redemption be the only acceptable avenue to reform, then let it in similar manner disgorge by slow degrees in the future. Meanwhile, the new coin would circulate at par and be legal tender both to Government and the public. The honourable member fears that the Chinese will continue to use Chinese coins—that they will prefer eleven Chinese 10 cent pieces to ten British. That may or may not be so. Again I will not argue the point, except to say that if the Chinese prefer their own coins, it will be their own affair and does not in the least affect the main principle of my scheme, which is that a coin at all times worth its face value would be available to those who wish to use it; and in further answer to this argument I can only repeat what I said before that those who continue to accept depreciated coins will have no one but themselves to blame for any loss they may suffer.

HIS EXCELLENCY—Gentlemen.—The hon. member at the end of the table who represents the Justices of the Peace has told us that he is willing to withdraw his resolution if the Government will give him an assurance that they will not accept the scheme proposed by the hon. member on his left, except as part of a large scheme of currency reform. I have given much thought to the scheme, as I promised that I would do, in so far as it was possible to give thought to a scheme of which only the very briefest outline was given by the hon. member in his Budget speech. I replied on that occasion that it did not seem as though the scheme afforded any grounds for belief that the introduction of the new coinage would oust the Chinese coin.

He did not tell us on that occasion whether he anticipated that it would oust it or thought that it would not, or whether he would be content that the Chinese coin should circulate in the Colony provided that the new coinage circulated at par. The scheme would admittedly involve repudiation of the Hongkong currency which remained in circulation, for I think there is little doubt that the existing currency would still remain in circulation as long as the Chinese coinage, of course, circulating like it at a large discount. I do not think that any British Government in any British Colony would agree to a scheme involving repudiation of existing coinage being attempted, and unless a very considerable period for the redemption of the coin in circulation were agreed upon I could not support it myself. On this crucial point the hon. member in the brief outline he gave was silent. If he had in his mind that the period should be so short as one as to prevent the influx of stocks from Canton, that would involve an act of repudiation so large that I do not think any of us could consider it just now. If, on the other hand, he contemplated a considerable period during which the holders of existing stocks should be able to redeem the coin they had—say, a period of some six months—the liability which this Colony would incur would undoubtedly be a very large one and one wholly unknown. I cannot, too, with what the proposer of the resolution said regarding the inadvisability of establishing any new form of coinage at the present moment until we know what the coinage of China is likely to be. Finally, and I think this is the most important point of all, the issue of a new coinage and the repudiation of the old would, I fear, strike a very serious and grave blow at the financial stability and integrity of this Colony in the eyes of China. (Applause.) In these circumstances I am prepared to give the assurance asked for by the proposer of the resolution, to use his own words, "the Government do not intend to deal with this matter of a new coinage except as part of a comprehensive scheme of local currency reform."

And I may add, of systematic redemption. The hon. Mr. Osborne proposed a scheme which differs very considerably from his original one, by which I understand that he meant that there should be two parallel forms of legal tender, of

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[36]

coinage in this Colony so far as the Government of the Colony is concerned. That is to say, in other words, that the whole mercantile community of this Colony, the whole of those carrying on the trade of this Colony with China, should repudiate, but the Government should not. The Government should continue to receive as legal tender the coins it had issued, but that the community should not. I am unable to see how the Government of the Colony can dissociate itself from the community of the Colony, how the Government can adopt one form of legal tender when the Colony which it represents disclaims and repudiates that form of legal tender. To my mind the one is as much a scheme of repudiation as the other. The Government of the Colony was referred to by the hon. member in his speech as if it were some outside committee existing for its own purposes in this Colony. It had gorged itself with profits and it was to disgorge those profits. I can only say that the Government of this Colony represents the taxpayers. The taxpayer of this Colony, in other words, the mercantile community, receives the benefit of the coins put in circulation. If the Government disgorge, the taxpayer disgorge. There is no separation between the Government of this Colony and the mercantile and trading interests. One minor point before I sit down. I would correct the hon. member for the Chamber of Commerce, who told us that my predecessor instituted the scheme of withdrawal of certain quantities of subsidiary coinage tendered in payment of taxes, and so forth. That is not strictly accurate. My predecessor did not institute that scheme further than to send Home large quantities of unissued stock. The scheme was instituted in the hiatus which occurred between his leaving this Colony and my arrival.

HON. MR. STEWART—Your Excellency, in view of the statement which you have made, I beg leave to withdraw my resolution.

THE KING'S BIRTHDAY.
HON. MR. STEWART asked—(1) Is it a fact that, in the original instance, the postponement of the King's Birthday Celebrations was ordered by the Secretary of State without any previous reference of the matter to or consultation with the Government of this Colony?

(2) If so, will the Government convey to the Secretary of State a respectful intimation that such treatment is resented in the Colony?

(3) In view of the fact that the well-known date of the birthday of His Britannic Majesty was chosen for the obsequies of the late Dowager Empress of China some weeks ago, and that up to last Friday the Secretary of State gave no sign that he considered that the claims of the latter overrode those of the former in this British Colony, has the Government any information as to the reason for this sudden change of attitude?

THE COLONIAL SECRETARY replied:

1. Yes.
2. The questions put forward by the hon. member and the replies given will be transmitted to the Secretary of State for the Colonies.
3. No.

A PUBLIC NUISANCE.

HON. MR. STEWART asked—Is it necessary to the work on the Post Office that the plot of Government Land between the Law Courts and the Praya should be largely occupied as workmen's dwellings?

How many people are housed nightly in the quarters which the contractor is allowed to maintain there, and what rent, if any, does he draw from their occupation? Are all the people housed there engaged in work on the Post Office? And are we to understand that the public may be asked to put up with the nuisance created by the condition of the plot in question for the year or more during which the Post Office will be in course of construction?

THE DIRECTOR OF PUBLIC WORKS replied:

1. No.
2. There are at present over 30 men housed nightly in the workshop quarters. These are mansions brought over, after the last typhoon which destroyed their matchless, from the

(Continued on page 5)



By Royal Warrant to HIS MAJESTY THE KING.



LEA & PERRINS' SAUCE.

The
Original and Genuine
WORCESTERSHIRE.



NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM MIDDLESBRO' ANTWERP, HULL,
LONDON AND PORTS.

THE Steamship

"GLENLOCHY,"
having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods are being landed and placed at their risk
in the Hongkong and Kowloon Wharf and
Godown Co.'s Godown at Kowloon, where each
Consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be carried on unless in-
structions are given to the contrary before
NOON, TO-DAY.
Goods not cleared by the 13th inst. will be
subject to rent.

All damaged packages must be left in the
Godowns, where they will be examined on the
12th inst. at 3 P.M.
Owing to Cargo on board the s.s. "Glenloch,"
having been on fire between Singapore and
Hongkong, Consignees are hereby notified that
before Bills of Lading can be countersigned an
average agreement will have to be signed, and a
deposit of 20 per cent. upon the estimated net
value of their Cargo lodged with us.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 6th November, 1909. [1397]

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI,"
having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed
that their Goods are being landed at their risk,
into the hazardous and/or extra hazardous God-
owns of the Hongkong and Kowloon Wharf and
Godown Company, Ltd., Kowloon, whence
delivery may be obtained. Perishable Goods to be
taken delivery of immediately.
All Claims must be sent to the Office of the
undersigned before NOON on the 20th inst., or
they will not be recognised.
All Claims will be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 17th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 17th inst., at 9.30 A.M.
No Fire Insurance has been effected.
CARLOWITZ & Co.,
Agents.
Hongkong, 10th November, 1909. [4]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with Indo-
China Steam Navigation Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1909. [9]

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OF DYSPEPSIA
FOR CURE
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THE FAR EAST AND EUROPE, VIA DAIREN.

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equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in
connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct
Steamer Service by the S.S. "KORSA MARU" and "SAIKO MARU" (2,877 tons each)
as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	
Arrive—Dairen (")	Saturday	Monday or Tuesday	
Leave—Dairen (")	Sunday	Tuesday	Friday
Arrive—Mukden (")	"	"	"
Leave—Mukden (")	"	"	"
Arrive—Changchun (")	Monday	Wednesday	Saturday
Leave—Changchun (")	"	"	"
Arrive—Dairen (")	"	"	"
Leave—Dairen (")	"	"	"
Arrive—Shanghai (")	"	"	"

Connecting at Harbin with {

State Express for Moscow.	Wagon-Lifts for Moscow.	State Express for St. Pet'g.
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SOUTH-BOUND.

Leave—Harbin (Russian Train)*	11.25 a.m.	Tuesday	Thursday	Saturday
Arrive—Changchun (")	9.40 p.m.	"	"	"
Leave—Changchun (")	10.00 p.m.	"	"	"
Arrive—Mukden (")	5.08 a.m.	Wednesday	Friday	Sunday
Leave—Mukden (")	5.20 a.m.	"	"	"
Arrive—Dairen (")	3.00 p.m.	"	"	"
Leave—Dairen (")	"	"	"	"
Arrive—Shanghai (")	"	"	"	"

* Russian Train Time is 23 minutes earlier than S. M. R. Time.

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HONGKONG LEGISLATIVE COUNCIL.

(Continued from page 3)

Mr. TAN KOK QUAY, from which stone for the Post Office is prepared. They will in a few days return to the Ma Tan Kok sheds, which are being rebuilt. The contractor draws no rent for housing those people, who are all engaged on Post Office work.

3. This answer disposes of the 3rd question.

THE CEMETERY ORDINANCE.
The ATTORNEY-GENERAL moved the third reading of the Bill entitled An Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian religion.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

TRADE MARKS AMENDMENT ORDINANCE.
Council went into Committee to resume consideration of the Bill entitled "An Ordinance to amend the law relating to trade marks."

Hon. Mr. HEWITT—Your Excellency—Two days ago I received a letter from the Colonial Secretary enclosing seven or eight suggested amending clauses. It appears to me, although I am not an expert in trade marks, that the matter is a very important one. There are a large number of merchants in the Colony who are interested in trade marks, either on their own behalf or on behalf of the firms at home which they represent, and it appears to me in view of the importance of the matter and also, as I understand, in view of the fact that there is no urgent necessity for the passing of this Bill, that it would be very advisable that an opportunity should be given to the merchants interested to see these clauses before the Bill passes its third reading. That being so, I would ask your Excellency to be good enough to allow the Bill to remain in committee until the merchants of the Colony have had an opportunity of seeing what the amendments are. When I received the letter I circulated a memorandum to the committee of the Chamber of Commerce, but it was impossible for us to discuss the question in the interval. As representing the Chamber of Commerce, I am not prepared to express any opinion on the proposals now before the Committee, and I cannot see that there can be any objection to allowing the matter to stand over. I would ask your Excellency to do this, and the Chamber of Commerce will deal with it as promptly as possible. I do not think the Bill ought to be put to the third reading until merchants have had an opportunity of expressing their opinion if they wish to do so. The question is a very important one.

Hon. Mr. HEWITT—We shall be very glad to defer the Bill. We wish to have your views.

Hon. Mr. HEWITT—That is my reason for asking for postponement. I propose, if you will allow me, to hand in the memorandum which I circulated to the committee, which will justify my reason for asking that the Bill be deferred.

Hon. Mr. HEWITT—We will defer the Committee stage on this Bill, but I would ask you to expedite the matter as much as possible, as the session is much beyond the usual date. I would like the Council to meet again on Friday, the 26th November.

Hon. Mr. HEWITT—I am much obliged to your Excellency for your consideration in the matter.

THE HARBOUR OF REFUGE BILL.
Council went into Committee on the Bill entitled "An Ordinance to authorize the Construction and Maintenance of a Harbour of Refuge upon and over certain portions of the Sea Bed and Foreshore situated upon the Harbour frontage at Tai Kok Tsui, Mong Kok Tsui, and Yau Ma Tei, Kowloon, in this Colony."

The ATTORNEY-GENERAL moved an amendment to section 2 (b) by adding the following words: "And do not when completed interfere with direct access to the sea along the whole of the western frontages of Kowloon Marine Lots 32 and 49, provided that the sea wall protecting any reclamation of the foreshore or seabed adjoining and lying to the south of Kowloon Marine Lot 32 shall not be altered so as to extend to the westward of the position shown on the said plan."

He said the amendment was merely to make "clear an alteration in the plan (submitted) and also to make clear that the access to the marine lots would not be interfered with. The amendment had been accepted by the owner of Kowloon Marine Lot 32.

Hon. Mr. OSBORNE—Does that mean that you can do anything else you like in front of a man's lot?

The DIRECTOR OF PUBLIC WORKS—No.

Hon. Mr. STEWART—The line of the shore is marked "Harbour of Refuge boundaries."

The DIRECTOR OF PUBLIC WORKS—That is for the convenience of workmen.

Hon. Mr. STEWART—Does it mean that you can bring any number of junks you please opposite the houses there and leave them there during the time this breakwater is building?

The DIRECTOR OF PUBLIC WORKS—That would be very unreasonable.

Hon. Mr. OSBORNE—Is there any danger of the rights of these marine lot holders being affected?

The DIRECTOR OF PUBLIC WORKS—Lots that are likely to be affected are provided for in the Bill.

Hon. Mr. STEWART—You say it is not likely you will put junks in such a way as will prove inconvenient. But you will do it if you like?

The COLONIAL SECRETARY—I think the hon. member may rest assured that there will be no unreasonable interference. During the construction of the work junks will no doubt have to come and go, but there will be no interference with the access to the sea.

Hon. Mr. STEWART—That would work in the ordinary way if there were no special powers taken for the breakwater. I only ask what are the special powers for. You make a line all round the plan and say that within this you are going to take special powers.

The reply of the DIRECTOR OF PUBLIC WORKS was inaudible.

Hon. Mr. STEWART—You are not going to make any works along the foreshore?

The DIRECTOR OF PUBLIC WORKS—No.

Hon. Mr. STEWART—Then why provide for deviation all the way from the breakwater to the shore? I don't see what the building of the breakwater has got to do with the sea wall at all.

The COLONIAL SECRETARY—You want to show the area of your harbour of refuge.

Hon. Mr. STEWART—If that is the object of the line then it is understandable.

Hon. Mr. OSBORNE—Supposing dredging operations were required in front of those lots, they would take place within the red line, not outside.

Hon. Mr. OSBORNE—Yes, but this apparently gives the Government the right, say, to put a stone pier opposite that man's lot.

Hon. Mr. HEWITT—I take it, your Excellency that if the Government are spending a large sum of money in making a valuable harbour of refuge they must have power to do any reasonable amount of work in that area. It appears to me that the Government proposal is a perfectly reasonable one, and I don't see anything to object to. We can trust to the Government officials and the assurance given by your Excellency.

The COLONIAL SECRETARY—As for the rights of marine lot holders they are amply provided for in the Bill. And as a matter of fact no marine lot holder has objected to the Bill.

Hon. Mr. OSBORNE—The whole point is whether there is anything in this Bill which will affect the rights of marine lot holders.

Hon. Mr. HEWITT—They have all seen the Bill and discussed it, and do not object, or what objections they have made have been met.

The DIRECTOR OF PUBLIC WORKS—The marine lot holders affected are mentioned.

Hon. Mr. OSBORNE—Have you any amendment you wish to make to the clause?

Hon. Mr. OSBORNE—No.

The section was then approved.

Sub-section 4 of the same clause was altered to read "The Governor may instead of making an award under this section enter into an agreement with any claimant for the compromise or settlement of any claim on such terms as the Governor may think fit."

Council then resumed.

The ATTORNEY-GENERAL moved the third reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

Hon. Mr. OSBORNE—Council will adjourn until Friday, 26th inst.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the COLONIAL SECRETARY presiding.

The following vote was passed:—

The Governor recommended the Council to vote a sum of Thirty-three thousand five hundred and ten Dollars (\$33,510) in aid of the vote, Public Works, Recurrent, Miscellaneous, Typhoon and Rainstorm Damages.

The CHAIRMAN—The total damage by the last typhoon amounted to \$50,370. This supplementary vote is required to supplement the vote on the Estimates.

THE RED FLAG BUDGET.

RADICAL FREE'S REVOLT.

Lord Joicey, a former Radical M.P., who was elected a Peer by Sir Henry Campbell-Bannerman, has sent the following letter to the secretary of the Montgomeryshire Boroughs Liberal Association to explain his resignation of the presidency:—

Ford Castle, Cornhill, Northumberland, Oct. 14, 1909.

Dear Mr. Phillips,—As I am unable to accept the financial policy of the Government, it is with sincere regret that I am compelled to resign the presidency of the Montgomeryshire Boroughs Liberal Association, and presume that your members will prefer a president who can give the Government undivided support.

It is my judgment that the Budget violates many principles which I have always considered necessary to sound finance, and is a complete surrender to the Socialists.

Its principles are in direct opposition to those which have been avowed by all the great financiers of the Liberal Party for a couple of generations, and it is based on the supposition that by despoiling the well-to-do the poor can be made better off, which in my opinion is fallacious.

It sacrifices principle to popularity, and asserts that it is almost criminal to accumulate in order to provide for one's family, which I have always considered to be the honourable duty of every citizen.

It deprives the industries of the fruits of their own industry, largely for the benefit of the thrifless and idle.

It encourages reckless expenditure by all bodies expending the public money, and raises revenue by the most expensive methods.

It will render life to certain individuals almost unbearable by the constant inquisitorial interference of officials.

It seizes upon the capital of the country to spend as income, thus endangering the wages fund, which is absolutely necessary for the prosperity of all classes.

It is unjust not only to individuals but to whole classes.

It will destroy the confidence of those in commerce, tend to demoralise the country, and in my opinion bring about Tariff Reform.

How the present Cabinet, composed of many men who served under our past great financiers, can have sanctioned such a Budget is beyond my comprehension.

Holding such views as these, I think you will agree with me that I cannot continue to be your president. I must take this opportunity of thanking all the members of the association with whom I have been working for some years for their great courtesy at all times, and again express my great regret at having to resign my position.

JOICEY.

Lord Joicey has been for many years one of the exponents of Radicalism in the North of England. He sat as a Radical for the Chester-le-Street Division of Durham from 1885 to the last General Election.

RIGAUD'S
KANANCA
OF JAPAN
TOILET WATER
Beware
of imitations.
RIGAUD & Co
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8, rue Vivienne, 8
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LORDS AND HOUSE OF COMMONS.

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\$1.10
THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GLENCOCK AND HAS BEEN SOLD SINCE 1851

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A. S. WATSON & Co., LTD.
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RELISH
FOR FOOD
When digestion fails, whether from loss
of tone, climatic changes, overwork, or
errors of diet, nothing so soon restores tone
and vitality to the digestive system as the root
and herb extract—Mother Seigel's Syrup.

MOTHER
SEIGEL'S SYRUP
It restores appetite, tones and regulates the liver and bowels,
and cleans the system of the decayed products of indigestion—
the fruitful cause of headaches, languor, brain fog, biliousness,
constipation and anemia. It helps you to gain strength from
food—the only way it can be gained. As a digestive
tonic and stomachic remedy Mother Seigel's Syrup
is unequalled. Take it daily after meals.

AND POWER TO
DIGEST IT.

Also in Tablet Form at 2s.

SHIPPING.

ARRIVALS.

ASSAYE, British str., 1,376, Owen Jones, R.N.R., 11th Nov.—Bombay 27th October, Malls and General—P. & O. S. N. Co.
 BUSHU MARU, Japanese str., 1,069, Masamoto, 11th November—Mororan 29th October, General—Mitsui Bussan Kaisha.
 CHOYANG, British str., 424, M. Courtney, 14th Nov.—Shanghai 7th and Swatow 10th Nov.—General—Jardine, Matheson & Co.
 DALIN MARU, Jap. str., 300, Y. Kaburaki, 14th Nov.—Swatow 10th Nov., General—Osaka Shosen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 11th November.
 Chinkai, British str., for Shanghai.
 Decadon, British str., for Yokohama.
 Tong Hong, British str., for Amoy.
 Victoria, Swedish str., for Haiphong.

DEPARTURES.

11th November.
 ALDENHAM, British str., for Sydney.
 CAPRI, Italian str., for Singapore.
 C. DIEDERHOFEN, German str., for Canton.
 CHONGSHING, British str., for Weihaiwei.
 CHUYEN, Chinese str., for Canton.
 CHOSUNG MARU, Jap. str., for Swatow.
 CHOSUNG, British str., for Canton.
 KUCHOW, British str., for Tientsin.
 NANCHANG, British str., for Nowohwang.
 PROTUS, Norwegian str., for Swatow.
 SINGAN, British str., for Hoihow.
 YEBOSHI MARU, Jap. str., for Shanghai.

SHIPPING REPORTS.

The British str. Choyang reports: Mod. to strong N.E. winds experienced.

VESSELS IN DOCK.

November 11th.
 ABERDEEN DOCK.—On Lee, Lyndhurst, Kufany, Tongo Maru, H.M.S. Whiting, Sui On, Consignation Dock.
 TAIKOO DOCK.—St. Enoch, Hupeh, Hoihow, Mowup, Yingchow, Kumeric.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY
 VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and India, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"CAPRI"
 Captain Dini, will be despatched as above TO-MORROW, the 13th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co., Agents.
 Hongkong, 12th November, 1909. [4]

REGULAR STEAMSHIP SERVICE
 (WITH LIBERTY TO CALL AT MALABAR COAST).
 PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
 "GHAZEE" ... On 17th Nov.
 For Freight and further information, apply to
 DODWELL & Co., Ltd., Agents.
 Hongkong 4th November, 1909. [1129-1253]

CANADIAN
 PACIFIC
 RAILWAY CO.
 FOR VANCOUVER.

THE Steamship
 "KUMERIC."
 FROM HONGKONG,
 On THURSDAY, 18th NOVEMBER.
 FOR VANCOUVER VIA JAPAN PORTS.

To be followed by the
 AYMERIC ... 16th December.
 SUVERIC ... 19th, 13th January.
 OCEANO ... 10th February.
 Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.
 For further information regarding rates of freight, etc., apply to
 CANADIAN PACIFIC RAILWAY CO., Hongkong.
 Hongkong, 9th November, 1909. [140]

THE AMERICAN AND ORIENTAL LINE.
 FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast).

THE Steamship
 "WYNERIC."
 will be despatched for the above Ports on SATURDAY, the 20th November, 1909.
 For Freight, apply to
 ARNHOLD, KARBURG & Co., Agents.
 Hongkong, 25th October, 1909. [1345]

"SHIRE" LINE OF STEAMERS, LTD.
 FOR LONDON, HULL AND ANTWERP.

THE Steamship
 "BROOKSHIRE."
 Captain Tomlinson, will be despatched as above on FRIDAY, the 26th inst.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong 1st November, 1909. [1371]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, HULL & ANTWERP.	BROOKSHIRE	Brit. str.	—	Tomlinson	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	About 1st Dec.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ANABIA	Ger. str.	k. w.	Neumann	HAMBURG-AMERIKA LINE	On 20th Dec.
HAYRE, ROTTERDAM & HAMBURG, &c.	BELOARVIA	Ger. str.	k. w.	Hildebrand	HAMBURG-AMERIKA LINE	On 20th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k. w.	Porcelius	HAMBURG-AMERIKA LINE	On 25th inst.
HAYRE, ROTTERDAM & HAMBURG, &c.	BRUNAVIA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERIKA LINE	On 30th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERIKA LINE	On 15th Dec.
HAYRE, ROTTERDAM & HAMBURG, &c.	SENEGAMBIA	Ger. str.	—	Belchior	HAMBURG-AMERIKA LINE	On 1st Jan.
HAYRE & HAMBURG VIA STRAITS, &c.	PEKING	Dan. str.	—	Guionnet	MELCHERS & Co.	On 20th inst.
HAYRE, ROTTERDAM & HAMBURG, &c.	ARMAND BEHIC	Fren. str.	—	Nielsen	MESSAGERIES MARITIMES	On 23rd inst., at 1 p.m.
MARSEILLES, HAYRE & COPENHAGEN, &c.	WAKASA MARU	Jap. str.	—	G. C. Hurry	NIPPON YUSEN KAISHA	On 24th inst., at D'light
MARSEILLES, HAYRE & COPENHAGEN, &c.	SADO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 6th Dec., at D'light
MARSEILLES, HAYRE & COPENHAGEN, &c.	PRINCESS ALICE	Ger. str.	—	F. Grooth	NIPPON YUSEN KAISHA	On 17th inst., at 5 p.m.
MARSEILLES, HAYRE & COPENHAGEN, &c.	CHINA	Ans. str.	—	Berguglian	MELCHERS & Co.	On 17th inst., at Noon.
MARSEILLES, HAYRE & COPENHAGEN, &c.	GHARBE	Brit. str.	—	—	SANDER, WIELER & Co.	About 24th inst.
MARSEILLES, HAYRE & COPENHAGEN, &c.	WYNERIC	Brit. str.	—	—	—	—
MARSEILLES, HAYRE & COPENHAGEN, &c.	KUMERIC	Brit. str.	—	J. Mathie	—	On 17th inst.
BOSTON & NEW YORK	MONTEAGLE	Brit. str.	1 m.	—	—	On 20th inst.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	KUMERIC	Brit. str.	—	—	—	On 18th inst.
VANCOUVER VIA JAPAN PORTS	MONTEAGLE	Brit. str.	1 m.	—	—	On 21st inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	—	On 4th Dec., at 7 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	SHINANO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 7th Dec., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	AKI MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 4th Jan., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TACOMA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSHEN KAISHA	On 19th inst., at D'light
TACOMA VIA SHANGHAI & JAPAN	MANSHU MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 10th Dec., at Noon.
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	NIKKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIWAN	Jap. str.	1 m.	M. Dawson	BUITERSFIELD & SWIRE	On 30th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	P. Iscke	MELCHERS & Co.	On 3rd Dec., at D'light
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 24th Dec., at Noon.
AUSTRALIAN PORTS VIA MANILA	KAMO MARU	Jap. str.	—	E. L. Sommer	NIPPON YUSEN KAISHA	On 20th inst., at D'light
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	W. Winkler	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	To-morrow, at Daylight
NAGASAKI, KOBE & YOKOHAMA	TSUKIMI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	To-day, at 5 p.m.
SHANGHAI	CHENAN	Brit. str.	1 m.	M. Courtney	BUITERSFIELD & SWIRE	On 14th inst., at D'light
SHANGHAI	CHOSUNG	Brit. str.	—	Solmer	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	SUEVIA	Dan. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 17th inst.
SHANGHAI, YOKOHAMA & KOBE	CANTON	Dan. str.	—	F. v. Binzer	MELCHERS & Co.	About 17th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str.	1 m.	E. Nitsche	SANDER, WIELER & Co.	On 18th inst., p.m.
SHANGHAI, YOKOHAMA & KOBE	E. F. FERDINAND	Ans. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINE	On 18th inst.
SHANGHAI, KOBE & YOKOHAMA	ANNU	Brit. str.	1 m.	—	BUITERSFIELD & SWIRE	On 18th inst., at 4 p.m.
SHANGHAI	PALAWAN	Brit. str.	—	C. E. Longdon, R.N.R.	P. & O. S. N. Co.	About 19th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	LINAN	Brit. str.	1 m.	Williams	BUITERSFIELD & SWIRE	On 21st inst., at D'light
SHANGHAI, MOJI & KOBE	TAKASAKI MARU	Jap. str.	—	A. Mosker	NIPPON YUSEN KAISHA	On 25th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	ERNEST SIMONS	Fren. str.	—	G. R. Rogers	MESSAGERIES MARITIMES	Quick despatch.
SHANGHAI	SHIMABU	Jap. str.	—	K. Sugi	JAVA-CHINA-JAPAN LINE	Quick despatch.
ANFING VIA SWATOW & AMOY	SOSEI MARU	Jap. str.	—	Y. Kaburaki	OSAKA SHOSHEN KAISHA	On 14th inst., at D'light
TAMU VIA SWATOW & AMOY	KAITONG	Brit. str.	1 m.	Mathias	BUITERSFIELD & SWIRE	On 15th inst., at Noon.
AMOY, MANILA, CEBU & ILOILO	HAITANG	Brit. str.	2 h.	Hodgins	DOUGLAS LAFRAIR & Co.	To-morrow, at Noon.
AMOY & POOCHOW	HAIMUN	Brit. str.	2 h.	Evans	DOUGLAS LAFRAIR & Co.	To-morrow, at 5 p.m.
SWATOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIR & Co.	On 16th inst., at 10 a.m.
SWATOW, AMOY & POOCHOW	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
MANILA	RUBI	Brit. str.	—	R. W. Almon	SHENWAN, TOMES & Co.	To-morrow, at Noon.
MANILA	TAMING	Brit. str.	1 m.	P. Bonafather	BUITERSFIELD & SWIRE	On 16th inst., at 3 p.m.
MANILA	YUENSANG	Brit. str.	—	P. H. Edele	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 4 p.m.
MANILA	ZAFIRO	Brit. str.	—	R. Rogers	SHENWAN TOMES & Co.	On 20th inst., at Noon.
MANILA	BONEN	Ger. str.	1 m.	A. W. Outbridge	BUITERSFIELD & SWIRE	On 23rd inst., at 3 p.m.
KUDAT & SANDAKAN	BOMBAY MARU	Jap. str.	—	F. Sembill	MELCHERS & Co.	Middle of Nov.
BOMBAY VIA SINGAPORE & COLOMBO	CAPRI	Ital. str.	—	W. A. Evans	NIPPON YUSEN KAISHA	On 19th inst.
BOMBAY VIA SINGAPORE & PENANG	KUTSANG	Brit. str.	—	Dini	CARLOWITZ & Co.	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 1 p.m.
SINGAPORE, PENANG & CALCUTTA	TSILATJAP	Dut. str.	—	E. J. Bull	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 5 p.m.
BATAVIA, CHERIBON, SAMARANG, &c.	—	—	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN ...	"BORNEO" Capt. F. Sembill	11th Nov.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINCESS ALICE" Capt. F. Groesch	Wed'day, 17th Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Binzer	About Wed'day, 17th November.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	Friday, 3rd Dec., at D'light

For further Particulars, apply to
 NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 6th November, 1909. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
 VANCOUVER, B.C., TACOMA & SEATTLE
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	J. Mathie	On 18th November.
AYMERIC	4,363	J. Boyd	On 16th December.
SUVERIC	6,232	S. Shotton	On 13th January.
OCEANO	4,657	F. W. Davies	On 10th February.

These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS. [8]

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On — Nov., P.M.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 22nd Nov., P.M.
MARSEILLES VIA PORTS	"ARMAND BEHIC" Capt. Guionnet	On 23rd Nov., 1 p.m.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 7th Dec., 1 p.m.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,
 Hongkong, 10th November, 1909. Queen's Building. [2]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"MONTEAGLE" SUNDAY, 21st Nov.	"EMPRESS OF BRITAIN" Fri., 31st Dec.
"EMPRESS OF INDIA" SAT., 4th Dec.	"CHARTER" FRIDAY, 28th Jan.
"EMPRESS OF JAPAN" SAT., 1st Jan.	"EMPRESS OF IRELAND" Fri., 25th Feb.
"EMPRESS OF CHINA" SAT., 29th Jan.	
"MONTEAGLE" TUESDAY, 15th Feb.	

"Empress" Steamships leave HONGKONG at 7 A.M. "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Steamer, and at ST. JOHN with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10 Intermediate (on Steamers) ... £43 ... £45 and 1st Class Railway ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH BATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA"
 Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 13th November, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MACEDONIA" 10,512 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA," due in London on the 27th December, 1909.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 2nd November, 1909. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the Straits, to Persian Gulf, Red Sea, Black Sea, Venice, Levant and Adriatic Ports.)

THE Company's Steamship

"CHINA"
 Captain Berguglian, will be despatched as above on or about the 24th inst.
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & Co., Agents.
 Princes Buildings.
 Hongkong 1st November, 1909. [3]



NETSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, HOJO, NAMAZUTA, SATO, SHINNEI and KAMITAMADA.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE: MARUNOUCHI, TOKYO.

BRANCH OFFICES: NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW. Cable addresses for above: "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENCIES: YOKOHAMA: M. Asada, Esq. CHINKIANG: Messrs. GRABING & Co. MANILA: Messrs. MACDONALD & Co. For Particulars apply to
 H. OISHI, Manager,
 No. 2, Polder, Street, Hongkong.
 Hongkong, 9th January, 1909. [655]

LABUAN COAL

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LTD., who are prepared to supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan" BRADLEY & Co., Agents.
 Hongkong, 12th August, 1909. [1406]

Cutler, Palmer & Co.'s

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	5 P.M., 12th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 13th Nov.	See Special of Call.
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA	Capt. C. R. Longden, R.N.R.	About 19th Nov.	Freight and Passage.
LONDON and ANTWERP	NAMUR	About 1st Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th November, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS
AMOI, MANILA, CEBU and ILOILO	KATFONG	On 12th Nov. 4 p.m.	
SHANGHAI	"CHENAN"	On 14th Nov. 11 p.m.	
SHANGHAI	"TAMING"	On 16th Nov. 3 p.m.	
SHANGHAI	"ANHUI"	On 18th Nov. 4 p.m.	
SHANGHAI	"LINAN"	On 21st Nov. 11 p.m.	
MANILA	"TEAN"	On 23rd Nov. 3 p.m.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, INCLUDING WINE, \$45 SINGLE and \$80 RETURN. TELEPHONE 35. For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. 11

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIKANG"	AMOI and FOCHOW.	SATURDAY, 13th Oct. at Noon.
"HAIMUN"	SWATOW	SATURDAY, 13th Nov. at 5 P.M.
"HAIHONG"	SWATOW, AMOI and FOCHOW.	TUESDAY, 16th Nov. at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 11th November, 1909.

10

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	On 17th November.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC PORTS	"PEKING"	20th November.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC PORTS	"CANTON"	Middle of December.

For Further Particulars apply to

MELOCHERS & CO.,
AGENTS.

Hongkong, 6th November, 1909.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	REMARKS
MANILA	"LOONGSANG"	Friday, 12th Nov. 4 p.m.	
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 13th Nov. 1 p.m.	
SHANGHAI	"CHOYSANG"	Tuesday, 16th Nov. Noon.	
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wednesday, 17th Nov. 3 p.m.	
MANILA	"YUENSANG"	Friday, 19th Nov. 4 p.m.	
SHANGHAI, YOKOHAMA, Kobe & Mori	"NAMSANG"	Tuesday, 30th Nov. 3 p.m.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Mori to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage apply to— JARDINE, MATHESON & Co., Ltd.,

Hongkong, 12th November, 1909.

GENERAL MANAGERS.

16

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).
S.S. MANSU MARU ... 5000 tons gross ... Sail Dec. 10th, at Noon.
S.S. AMERICA MARU ... 6000 ... Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 5th November, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KITANO MARU Capt. F. E. Cope	6,500	WED'DAY, 17th Nov. at 5 P.M.
	WAKASA MARU Capt. N. Nielsen	6,500	WED'DAY, 24th Nov. at Daylight.
	SADO MARU Capt. G. C. Hurry	6,500	WED'DAY, 8th Dec. at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	SHINANO MARU Capt. K. Kawara	6,500	TUESDAY, 7th Dec. at Noon.
	AKI MARU Capt. K. Sato	7,000	TUESDAY, 4th Jan. at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 26th Nov. at Noon.
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 24th Dec. at Noon.
KOBE and YOKOHAMA	KAWACHI MARU Capt. H. Petersen	6,500	SATURDAY, 13th Nov. at Daylight.
BOMBAY via SINGAPORE and COLOMBO	BOMBAY MARU Capt. W. A. Evans	5,000	FRIDAY, 19th November.
NAGASAKI, KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	6,000	SATURDAY, 20th Nov. at Daylight.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. W. Winkler	6,000	WED'DAY, 24th Nov. at Noon.
SHANGHAI, MOJI and KOBE	TAKASAKI MARU Capt. A. Mooker	5,000	THURSDAY, 25th November.

* Calling at Genoa.

† Fitted with New System of Wireless Telegraphy.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,
MANAGER. [15-93]

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2340	R. W. Almond	Manila	On 13th Nov. Noon.
ZAFIRO	2340	R. Rodger	Manila	On 20th Nov. Noon.

For Freight or Passage apply to SHEWAN, TOMES & Co., General Managers. [14]

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SUEVIA	17th Nov.
S.S. SENEGAMBIA	18th Nov.
S.S. SITHONIA	1st Dec.
S.S. SCANDIA	18th Dec.
S.S. BRASILIA	10th Dec.
S.S. SEGOVIA	23th Dec.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 2nd November, 1909.

12

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910.

Head Office for the Far East:—

15, DES VUEX ROAD, HONGKONG.

Japan Office:—

14, WATER STREET, YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJILATAP	JAPAN	Second half of Nov.	JAVA	Second half of Nov.
TJILIWONG	JAPAN	First half of Dec.	JAVA	First half of Dec.
TJIKINI	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJIPANAS	JAVA	Second half of Dec.	SHANGHAI	Second half of Dec.
TJIBODAS	JAVA	Second half of Dec.	JAPAN	Second half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 9th November, 1909.

Telephone No. 375.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	SUNDAY, 19th Dec., at D light.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW, & AMOI	"SOSHU MARU" Capt. K. Suoi	SUNDAY, 14th Nov. at Daylight.
TAMSUI via SWATOW, & AMOI	"DAIJIN MARU" Capt. Y. KUDURAKI	MONDAY, 15th Nov. at Noon.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer Tons	P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
ARCADIA 7000	February 5	MANTUA 11000	March 5	March 11
ASSAYE 7500	February 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MAIWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer)	April 16	April 22
DEVANHA 8000	April 2	(Through Steamer)	April 30	May 6
ASSAYE 8000	April 16	MONGOLIA 10500	May 14	May 20
DELTA 7500	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following:—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	January about 26	March 12
* SUMATRA	February 9	March 26
* NYANZA	February 23	April 9
* SUNDA	March 23	May 7
* MALTA	April 20	June 4
* SARDINIA	May 4	June 18
* NORE	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " £38.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

[1076]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mails from EUROPE via SIBERIA.

Date of Dispatch from London.	Date due in Hongkong.	Vessel.
22nd & 23rd October	To-day	Panama.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom will be closed in this office at 5 p.m., to-day. In order to facilitate the work and avoid delay it is requested that parcels be posted before the above date. This Parcel Mail by the long sea route via Gibraltar is due in London on the 18th of December. Parcels may be forwarded via Brindisi with an extra fee of 80 cents, such parcels are due to reach London on or about the 10th of December with the Letter Mail. Parcels containing Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. All the seals must be of the same kind of wax, and must bear distinct impressions of some device. This device must be the same on each seal. Straight curved or crossed lines are not admissible. Banners or coins must not be used for sealing.

The Clerks of this Post Office are strictly forbidden to seal parcels for the Public or to affix stamps on letters or parcels.

Parcels tendered for posting that do not comply with the regulations will not be accepted.

FOR	PER	DATE	TIME
Macao, Amoy, Manila, Cebu and Hilo	Sui Tai	Friday, 12th	1.15 P.M.
Manila	Kaifong	Friday, 12th	3.00 P.M.
Kobe and Yokohama	Lomgung	Friday, 12th	3.00 P.M.
Shanghai, Nagasaki, Kobe and Yokohama	Kawachi Maru	Friday, 12th	5.00 P.M.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO	Denshigawa	Friday, 12th	5.00 P.M.
SIBERIAN MAIL TO EUROPE		Saturday, 13th	
		Printed Matter and Sample	9.00 A.M.
		Registration	9.00 A.M.
		(Registration, with late fee of 10 cents, up to 9.45 A.M.)	
		Registration, Kowloon	9.00 A.M.
		No late fee	
		Letters	10.00 A.M.
Amoy and Foochow	Haiyang	Saturday, 13th	10.00 A.M.
Singapore, Penang and Bombay	Copri	Saturday, 13th	10.00 A.M.
Manila	Bubu	Saturday, 13th	10.00 A.M.

"LOTUS"

BLEND TEA.

RICH

PURE

AND

FRAGRANT.

Obtainable at all the Stores.

H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

November 11th.

ON LONDON—		
Telegraphic Transfer	.....	1/8 1/2
Bank Bills, on demand	.....	1/8 1/2
Bank Bills, at 30 days sight	.....	1/8 1/2
Bank Bills, at 4 months sight	.....	1/8 1/2
Credits, at 4 months sight	.....	1/8 1/2
Documentary Bills 4 months sight	.....	1/8 1/2
ON PARIS—		
Bank Bills, on demand	.....	218
Credits, at 4 months sight	.....	222
ON GERMANY—		
On demand	.....	177
ON NEW YORK—		
Bank Bills, on demand	.....	424
Credits, at 60 days sight	.....	434
ON BOMBAY—		
Telegraphic Transfer	.....	129
Bank, on demand	.....	129
ON CALCUTTA—		
Telegraphic Transfer	.....	129
Bank, on demand	.....	129
ON SHANGHAI—		
Bank, at sight	.....	743
Private, 30 days sight	.....	753
ON YOKOHAMA — On demand	.....	841
ON MANILA — On demand—Pesos	.....	85
ON SINGAPORE — On demand	.....	734
ON BATAVIA — On demand	.....	1044
ON HATPHONG — On demand	.....	74 1/2 p.m.
ON SAIGON — On demand	.....	74 1/2 p.m.
ON BANGKOK — On demand	.....	583
BOYERSON'S, Bank's Drying Rate	.....	\$11.50
GOLD LEAF, 100 fine, per tael	.....	\$60.50
BAR SILVER, per oz.	.....	23 1/2

OPIUM.

November 11th.

Malwa New	\$1,250/1,280 per picul.
Malwa Old	\$1,290/1,320
Malwa Older	\$1,330/1,370
Malwa V. Old	\$1,380/1,420
Persian fine quality	\$1,050/1,100
Persian extra fine	\$1,160/1,200
Patina New	\$1,475 per chest.
Patina Old	\$1,475
Beassers New	\$1,475
Beassers Old	\$1,475

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prins Waldemar* left Manila on the 10th inst., at midnight, and may be expected here to-morrow a.m.

The C.N. Co's str. *Taiyuan* left Sydney on the 30th ult., and is due here on the 24th inst.

The E. & A. str. *Empire* from Sydney, N.C. left Port Darwin on the 3rd inst., for Manila and this port.

THE INDIAN MAIL.

The Apar str. *Japan* from Calcutta left Singapore on the 7th inst., and may be expected here on or about the 14th inst.

THE GERMAN MAIL.

The I.G.M. str. *Prins Waldemar*, carrying the German Mail with dates from Berlin of the 20th ultimo, left Colombo on the 7th instant p.m., and may be expected here on or about the 13th instant.

THE CANADIAN MAIL.

The C.P.R. str. *Montezuma* left Vancouver for Hongkong on the 22nd ultimo p.m. via the usual ports of call.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 11th

Barometer	Thermometer	Wind	Direction	Force	Weather
29.98	68	N	N	2	0
29.98	68	N	N	2	0
29.98	68	N	N	2	0
29.98	68	N	N	2	0
29.98	68	N	N	2	0
29.98	68	N	N	2	0
29.98	68	N	N	2	0
29.98	68	N	N	2	0
29.98	68	N	N	2	0
29.98	68	N	N	2	0

NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR

150 YEARS.

THE SAME TO-DAY

AS IN

1745

BEWARE OF WHISKIES

Sold under Similar Names

Known in Hongkong

for

Half a Century.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & Co.

and from ALL WINE MERCHANTS.

The Cigarettes of Distinction
Bouton Rouge
and Felucca

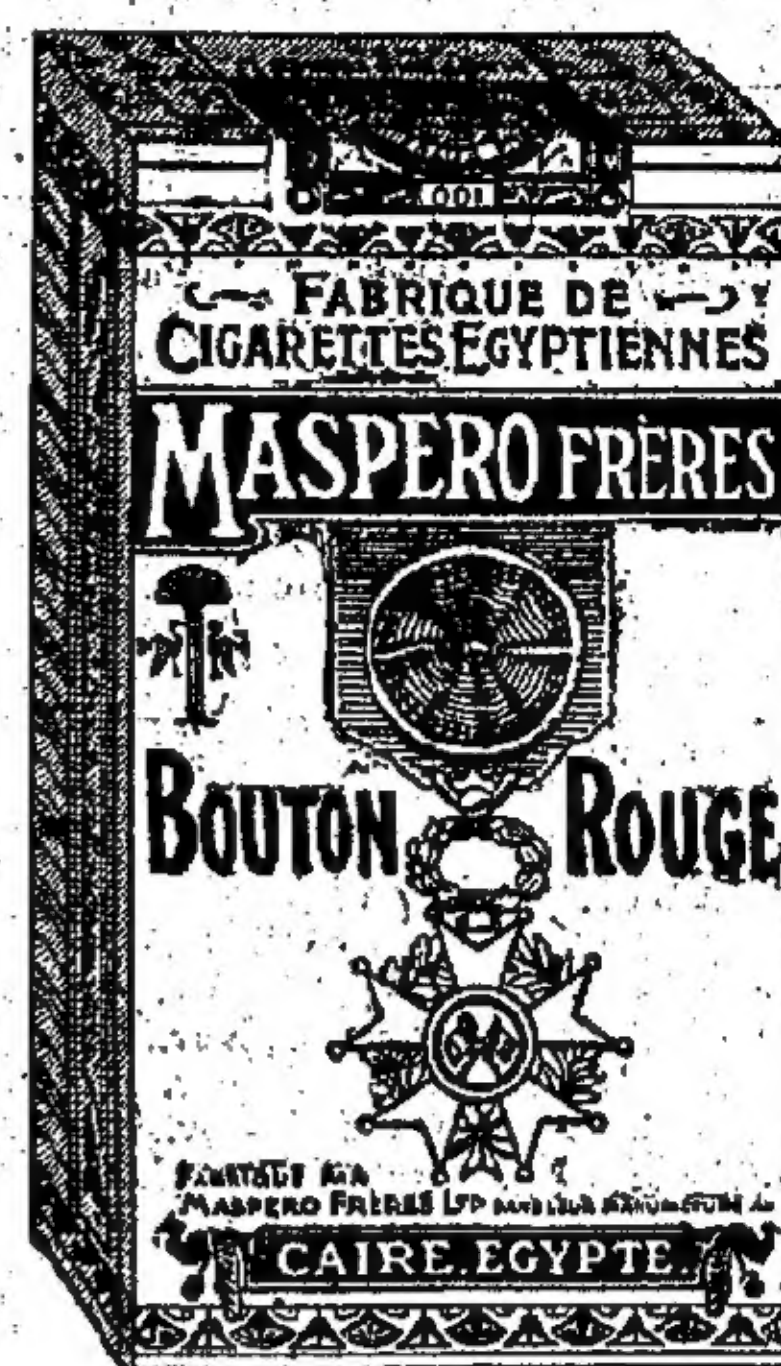
A LUXURY TO
THE MAN
OF TASTE

IN 50'S & 100'S

HERMETICALLY SEALED BOXES

AT \$2.80 AND \$4.20 PER 100

FROM ALL TOBACCONISTS.



SHARE LIST.—QUOTATIONS.

HONGKONG, NOVEMBER 11TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$995, sellers
National Bank of China, Limited	99,925	\$7	26	\$55
Bank of Communications, Limited	8,604	12/6	12/6	\$10, buyers
China Bank, Limited	60,000	\$12	\$12	\$123, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$51, buyers
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$9.50, sales
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 144
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$6, sales
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 91
Kong-Kong-Mow Co. Spin & Weave Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 111
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 435
Dairy Farm Company, Limited	40,000	\$74	\$6	\$164, sellers
DOCKERS AND WHARVES.				
King & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$53, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$53, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 136
KEWICK & CO., LIMITED	18,000	\$25	\$25	\$11, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$74, sellers
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$10	\$10	\$210, buyers
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$10	\$204, sellers
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	\$50	\$75, buyers
HONGKONG ICE COMPANY, LIMITED	8,000	\$25	\$25	\$43, buyers
HONGKONG ROPE MANUFACTURING CO., LIMITED	5,000	\$25	\$25	\$184, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$162, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, sellers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$92, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$375
North-China Insurance Co., Limited	10,000	\$15	\$15	\$105
Union Insurance Society, Limited	12,400	\$250	\$100	\$847, sellers
Yungtze Insurance Association, Limited	12,000	\$100	\$100	\$230
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$1044, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$9, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$30, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120
West Point Building Co., Limited	12,500	\$50	\$50	\$434
Mining.				
Société Française des Charbon de Tonkin	16,000	Fr. 250	all	\$625, buyers
Road Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$74, sellers
Peak Tramways Co., Limited	25,000	\$1	all	\$134, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$14, sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$152, buyers
Lazoo Sugar Refining Co., Limited	7,000	\$100	all	\$20
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$84, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$304, sellers
Hongkong & Macao S.S. Co., Ltd.	50,000	\$15	all	\$41, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$19, buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$1
Star Ferry Company, Limited	10,000	\$10	\$10	\$26, buyers
South China Morning Post, Limited	10,000	\$10	\$10	\$144, buyers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$234, sellers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12
Wm. Powell, Limited	15,000	\$7	\$7	\$33, sellers
Watkins, Limited	10,000	\$10	\$10	\$8, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$100
Weismann, Limited	175	\$100	\$100	\$123, sellers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$304
Union Waterboat Co., Limited	100 ftdm	\$10	\$10	\$103, sellers
RUBBERS.				
Balgownie	—	—	—	\$59 (Sta.)
Pagoda	—	—	—	\$24 (Sta.)
Pagoda	—	—	—	\$29 (Sta.)
Anglo-Malay	—	—	—	15/6
Consolidated Malay	—	—	—	26-12-5
Dumansara	—	—	—	24/30/7
Highlands and Lowlands	—	—	—	70/
Kamuning	—	—	—	3/6, sellers
Kuala Lumpur	—	—	—	24-10-0 nom.
Ledbury's	—	—	—	22-5-0
Linggis	—	—	—	24/5
Sapong	—	—	—	25/
Shelfords	—	—	—	23-15-0
Sungai-pas Ka	—	—	—	—
Loans.				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. ann.	Par.

VERNON & SMYTH, Share Brokers.

TO LET.

TO LET.

GODOWNS Nos. 7, 9 and 10, and the Top Floor of No. 5, (Tang Lap Ting's Godown East Point). Immediate Possession. Rent exceptionally moderate.

Apply to—
KAM FOOK
No. 107, Wellington Street,
behind the Stag Hotel or Keeper of
No. 6, Godown on the Spot.
Hongkong, 28th May, 1909. [797]

TO LET.

NO. 2 ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Outhouse, Commanding a Fine View of the Harbour.

Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central
Hongkong, 7th July, 1909. [936]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 41,000 SQUARE FT. 99 YEARS' LEASE. For Particulars, apply—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [96]

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st November, 1909. [98]

TO LET.

WINDSOR LODGE, Kimberley Road, Kowloon. Five Roomed House with Tennis Court and Small Garden.

FOUR and FIVE-ROOMED HOUSES at Kowloon.
NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mai, Area 65,000 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 4th November, 1909. [1258]

TO LET.

IN No. 3, DES VIGUEUX ROAD CENTRAL, OFFICES and GODOWN.
In No. 4, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. ROOMS in College Chambers No. 31, Wyndham Street.
DAVID SASSOON & Co., Ltd.
Hongkong, 15th September, 1909. [1054]

TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shaikwan Road.
PREMISES at SHAMEN, CANTON, now in occupation of the Canton Kowloon Railway.

The EXHIB. No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.
BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.
NO. 25, SHELLEY STREET (new House). GODOWNS in Duddell Street.
HOUSES in BELLIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE—TORCH, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.
Apply to—
LINTSEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 23rd October, 1909. [100]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, Pender Street.

Apply to—
MESSRS. JARDINE, MATHESON & Co., Ltd.
Hongkong, 31st May, 1909. [807]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 1st February, 1909. [264]

TO LET.

NO. 2, OLD BAILEY. Possession from 1st December.

Apply to—
ABBATOON V. APCAR & Co.,
14, Des Vaux Road.
Hongkong, 5th November, 1909. [1388]

PASSENGERS.

Per *Chongchong*, from Shanghai, &c. Mrs. Wolley, Mrs. Low and two children, and Mr. J. McDonald.

Per *Assaye*, for Hongkong, from London, Mrs. Hopwell, Misses Martin, Goldie and Bradley, Revs. J. Martin and Rogers; from Marseilles, Misses F. E. Otway and M. Hernandez, Messrs G. M. Pakin and B. Hernandez; from Bombay, Messrs Navarwalla and Shalokan; from Penang, L. L. Innes and servant; from Singapore, Mr. and Mrs. H. T. Fraser, Messrs C. B. Yen, E. A. A. Martins and B. Furness; for Shanghai, from London, Lady French and maid, Misses Botby and Stewart, Doctors Brown and Babal Wilkinson, Messrs G. S. Hoffer, E. A. Slee and E. Wilkinson; from Marseilles, Archdeacon and Mrs. Moule, and Mr. D. K. Stewart; for Nagasaki, from London, Mr. F. King; for Yokohama, from London, Mr. and Mrs. Dallas, Mr. and Mrs. D. Vigor; Misses E. Forsyth, L. Dumas, J. Vincent and H. Russell, Rev. E. France, Messrs C. Vane, E. Grady and S. Lopez; from Marseilles, Messrs W. H. Pitts and W. A. Hirst; from Bombay, Miss Kirby and Mr. Armstrong-Smith; from Singapore, Messrs G